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CPYRGHT

If I were asked to say what has changed most in Russia since I knew it first I should say the transport, lighting, and public services of its big cities, with the Metro in Moscow and the buses and trolley buses and motor cars and the flow of modern traffic in the wide streets. The younger generation is apt to take these things for granted but as one who has been a town counsellor in Great Britain I can appreciate what labour and toil and organization and planning is necessary in the building of the amenities and public services of a great city.

When I see the big green lorries rolling along the streets and highways of the U.S.S.R. I recall the day I spent at the Gorky automobile works in 1932. It had been built by Russian workers under the supervision of American engineers from Detroit but the workers were mainly peasants who had never worked in a factory before and although there was much enthusiasm they just could not do things right. Cynics in our group said the Russians were not mechanically-minded and would never understand machinery or make engineers.

Today Russia is not dependent for her motor transport on the Western world and as for engineers—I have just been reading this in the columns of the *London Times* of October 1. It is a cable from its Washington correspondent and reads:—

*"Russia Outstripping U.S. in Scientists  
Mr. Strauss's Concern"*

The closing session of the Atomic Industrial Forum Incorporated which has held three days of meetings, here, heard Mr. Strauss, Chairman of the Atomic Energy Commission. . . . Mr. Strauss said that the head of the Central Intelligence Agency, Mr. Allen Dulles, had reported that between 1950 and 1960 Russia would graduate 1,200,000 scientists and engineers compared with about 900,000 in the same period in the United

States. America's own colleges and universities were producing only about half the engineers needed by the country."

We have travelled a long way since the days when I saw the Gorky automobile works in travail, and when my friends, the British experts, smiled rather patronizingly and scoffed at the muddle the Russians were getting into by trying to run factories and make machines of their own.

Now, I do not wish to underestimate what the West has achieved in the way of improving its mechanized industries either, but over and over again as I moved about in the U.S.S.R. the thought returned to me what a tremendous change could be achieved in the standard of life in the U.S.S.R. and in all the other countries of the world if we could devote the manpower, the raw materials, the finance, the human ingenuity and technical skill that are now going into the production of armaments, to a world drive for producing the things that are necessary for the advance of human civilization all over the globe. If we could come to international agreement and end the fear of war throughout the world, what wonderful achievements could be ours in the second half of the twentieth century!

I want to see East and West not only agree to "coexist" together but to advance hand in hand towards a brave, new world. That is why I welcome all policies that are likely to take us out of the atmosphere of the cold war and bring about a greater measure of understanding.

We must not slip back into a mood of cynicism and suspicion. No sane human being either in the East or the West wants war and it is our supreme task to work to avert it.

The more we see of each other, the more human contacts that we make, the more we know of each other's problems and difficulties the less danger there is of war.

Moving about the Soviet Union as I have recently done and talking to all kinds of people, I have been deeply convinced of the desire of the Russian people for peace and that the West's sincerity in this direction would meet with a response.

London  
October 1955

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